

Shipping-Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
"FATSHAN," 2,160 " " " R. D. Thomas.
"HANKOW," 3,973 " " " C. V. Lloyd.
"KINSHAN," 1,995 " " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
Service temporarily suspended.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 3,581 tons, Captain J. Wilcox.
"NANNING," 3,589 " " " C. Burchard.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA P. RTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE

JAVACHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip, including all expenses, \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

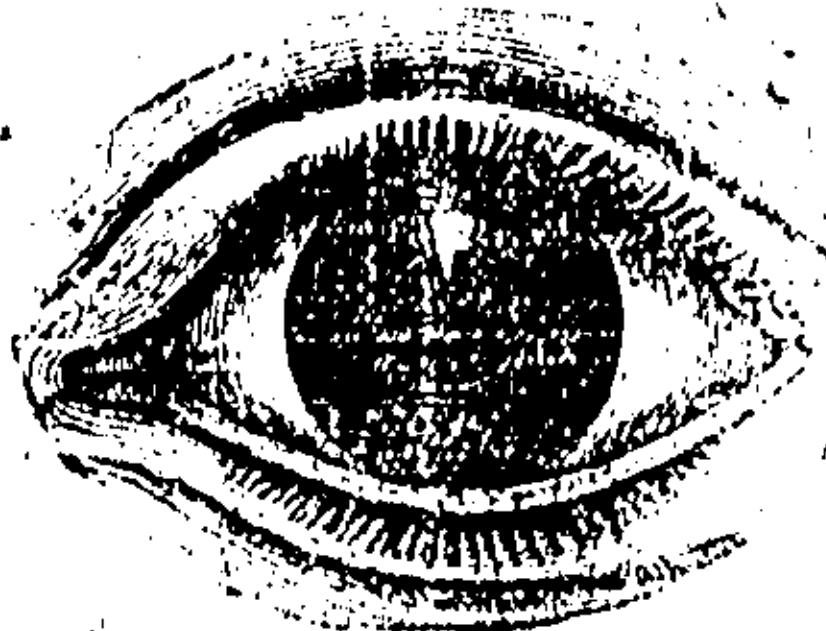
For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 24th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GVEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Binter, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than 42.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£21. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	21. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN	4,763	MONDAY, 22nd October.
WILLEHAD	3,393	TUESDAY, 13th November.
PRINZ SIGISMUND	3,393	TUESDAY, 11th December.

ON MONDAY, the 22nd day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	Return	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£28.00	£18.10	£14.00	Return £42.00	£27.15	
TO SYDNEY	£30.00	£20.00	£14.00	Return £54.00	£36.00	
TO BRISBANE	£33.00	£23.00	£15.00	Return £59.10	£41.10	
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.50	£41.50	
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00	
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00	
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class.
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	WEDNESDAY, 7th November.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. O. & O. S. S. Co. T. K. R. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA "PLYMOUTH" OR "SOUTHAMPTON"	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA "CHERBOURG"	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th October, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HALL BRAND, HARTMANN'S GREY PAINT DAHLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM, and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, in whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to; and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

A-BROKEN-DOWN SYSTEM.

This condition or illness is one which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be the cause (for they are almost numberless), the symptoms are much the same: the more prominent being sleeplessness, sense of prostration, weariness, depression of spirits and want of energy in all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *rejuvenation*—vigour.

VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more easily secured by a course of the celebrated life-reviving tonic.

THERAPION No. 3

than any other known combination. So easily as it is taken in accordance with the printed directions accompanying it, will the shattered body be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH, and a new existence imparted in place of what had been a morbid, agonising, "dying" and "dying" existence. This wonderful restorative is purely vegetable and innocuous, it agrees to the same extent with all constitutions and conditions, in either sex and it is difficult to imagine a case of illness or debility, that will not be speedily and permanently benefited by this ever-falling, restorative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION

is the principal element throughout the world. It is sold by the principal Chemists and Druggists, and is also sold by the principal Dispensaries in the British Government (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

Q

To Let.

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X.Y.Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo. Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,

Comptroller's Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Cob-duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORTON TERRACE.

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

Hongkong, 5th September, 1906. [72]

TO LET.

A HOUSE in KNUITSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH,

Accountants and Auditors, &c.,

5, Queen's Road Central.

Hongkong, 24th July, 1906. [787]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

11 & 13, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

Portraits, Groups and ENLARGING and COPYING in all Sizes.

LARGE SELECTION of Views ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong,

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHAMPAGNE
DE
ST. MARCEAUX
& Co.

REIMS

1898 VINTAGE

VIN BRUT AND VERY DRY.

PER CASE 12 BOTTLES \$18.00

THIS CHAMPAGNE is a First-Class
Wine and is supplied to all the Leading
Hotels and Restaurants throughout London.

A. S. WATSON & CO.,

WINE AND SPIRIT MERCHANTS,

AGENTS.

Hong Kong, 17th October, 1906.

influenced the Mint authorities to believe that 65 cents an ounce was too dear, but it has knowledge of movements which must have been in the possession of the Government, which should have led to an entirely different conclusion. Early in July the Indian Government announced that henceforth the \$52,000,000 gold reserve fund, which is now mainly held in London in securities, would be called the gold standard reserve fund, and the announcement was followed up by a policy of adding to its stock of rupees to be drawn upon in case of emergency. The object is to prevent the Indian Government being made the victim of the manipulators of the silver market in the future, but the preparations being made to achieve it have caused a temporary rise, which it seems the U.S. authorities are disposed to bear the brunt of, as the purchase by the Mint at the enhanced price shows. Our contemporary saddles Congress with the blame of the bungle, trenchantly remarking that the whole business of acquiring silver for the purpose of supplying additional subsidiary coins has been bungled by Congress. There is no reason in the world why some portion of the tremendous quantity of silver dollars now piled up in the Treasury should not have been utilized for that purpose, suggests our contemporary. Theoretically those dollars are a backing for \$481,392,000 of certificates, but practically they are nothing of the kind. Recent legislation has made the silver certificate interchangeable with gold, and therefore the dollars in the Treasury cannot be regarded in any other light than as so much silver bullion. But even if it were assumed that under the law as it stands there must be a silver dollar in the Treasury for every dollar's worth of silver certificates emitted, there would still be plenty of dollars available for melting down. During the long period in which silver certificates have been issued—over a quarter of a century—a great number of them must have been destroyed and lost. The amount they represent must run up into the millions. Necessarily the dollars against which no certificates are outstanding are available for the public use, and common sense demands that they should be so employed. Concluding its line of criticisms, the *Chronicle* says:—"But common sense does not prevail in the management of our monetary affairs. In June, 1879, an act of Congress was passed by which \$38,375,934 of fractional currency was estimated as lost or destroyed, that left still presumably outstanding \$6,865,737.28 of that character of money. The public debt statement still carries this amount as an obligation still to be met by the Government, although it is notorious that every scrap of fractional currency still in existence is held as a curio, and that there is not the remotest probability of any of it ever being presented for redemption. It is safe to estimate that at least \$20,000,000 of silver certificates have been lost or destroyed, but in spite of this fact we go into the market and buy silver at fancy prices, when we might as well use some of the bullion in the dollars reposing in the Treasury vaults. We don't do it because, through stupidity, our representatives in Congress prefer to throw the people's money 'to the birds'."

LOCAL AND GENERAL.

We learn from a vernacular contemporary that the British Minister at Peking has fixed the 31st inst. for a meeting with the Board of Foreign Affairs regarding Kowloon-Canton Railway matters.

EVEN years' imprisonment, with hard labour, was the sentence passed upon Wong Chin, and 'au Yan' who were found guilty by the jury, by his Honour the Chief Justice, at the Criminal Sessions, of robbery, under circumstances already recorded in these columns.

TENDERS were invited in Shanghai for docking two torpedo-boat destroyers on or about 17th October. Tenders stating date and time that docking can be carried out and specifying whether it is proposed to dock these vessels separately or in the same dock should be received by the Senior British Naval Officer on board H.M.S. *Chio* by 9 a.m. on 16th inst. Tenders were also invited for the repair of H.M. gunboat *Tal*.

CAPTAIN Andersen, of the Norwegian barque *Prince George* 471 tons, bound from Manila which port she left on 26th ult., with a load of scrap-iron for this port, reports that she was struck by a typhoon on the 6th inst., in lat. 19 N., 139.42 E. Her top gallant masts were carried away, the main-mast being sprung, and trying to secure things one of the Chinese crew lost two of his fingers. There was no other damage.

REFERRING to the import of sugar in anticipation of the new Customs Tariff, Japanese contemporaries state that the import in Tokyo and Yokohama amounted to about 185,000 piculs, in Osaka and in Kobe about 180,000 piculs, and in Nagasaki and other places about 60,000 piculs—a grand total of 4,100,000 piculs. In addition, a large amount of crude sugar was imported. The 430,000 piculs of sugar is equal to the consumption in this country for nine months. Saccharine has also been extensively imported. The export of sugar to China is expected to fall off, and the sugar-market in Japan is at present weak, a state of affairs which will be aggravated by the restoration of peace in Cuba.

GOOD accounts have been received concerning the light gun practice of the China Squadron. We have frequently expressed the hope in these notes that the squadron will again take in the annual return of the gunlayer's practice. A little bit of the highly commendable, added to a proper expenditure of cash, does a lot in stimulating all hands to excel at the target. The day of spit and polish is over, and gunnery, gunnery, is the word.—*L. G. Express.*

LANG Chi, a hawker, 10, New Street, was doing a big business selling theatre tickets on the footpath of Queen's Road West, yesterday afternoon, when a policeman stopped the sale and took Lang in tow to the West Point Police Station. He was arrested because he did not possess a hawker's ticket. He was arraigned before Mr. H. H. J. Campbell, this morning, at the Police Court, on the charge, "I was not selling," and the defendant, "I was simply giving them away!" "Pay a fine of \$5," said the Court.

A RACE of giants will inhabit England in 1950. The average stature of the inhabitants of the country will have increased 10 1/2 in., and the average weight 11 lbs. The average length of life will have increased nearly ten years, and disease will have almost disappeared. These were the predictions made in a paper read at the concluding session of the sanitary inspectors' conference at Blackpool. The address took the form of quotations from an imaginary review of the sanitary achievements of the last century ending in 1950.

BY kind permission of Lieut.-Col. A. G. Fenton, D.S.O., and Officers of the Band of the 2nd Batta, "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 20th inst.:

March—"Under the Double Eagle" (Wagner).
Overture—"The Merry Widow" (Strauss).
Polka—"Mendelssohn and Rhein" (Volkmann).
Chant Sans Paroles—"Chanson Triste" (Tchaikovsky).
Reminiscences of England—"Moonlight" (Mozart).
Grand March—"The King" (Wagner).

At the instance of Sergeant Fenton, at the Police Court, this morning, two truck coaches were charged before Mr. H. H. J. Campbell, with carelessly driving their truck along D. S. Vaux Road West, yesterday afternoon. They admitted the offence. The defendants were in charge of a loaded truck and were racing eastwards at a very fast rate. The men could not put themselves up in time when nearing a corner, with the result that an old woman, close on sixty years of age, was knocked down, the wheels of the truck passing over both of her feet. She came to the Court this morning in a chair and remained in the compound until the case was over. The toes of her feet were in bandages. There she was inspected by the Magistrate, and as it was no doubt a serious affair for a woman of her age, his Worship ordered both defendants give the woman \$10 each as compensation.

THE HONGKONG PRACAS.

Another murder was perpetrated in Hongkong on Saturday night, reports the *N. C. D. News* of 13th inst. At about 10 p.m., five sailors from S.M.S. *Ilisi* went into a restaurant, No. 734, Fearon Road, kept by a Japanese named Konoichi Yamamura, and were served with a quantity of food, drink, cigars, etc. Having remained so long as they required the sailors proceeded to walk out of the restaurant without offering payment for the refreshment. The proprietor spoke to the men about the bill and immediately a row commenced. One of the sailors, it is alleged, drew a knife and stabbed Yamamura in the neck, behind the left shoulder and in the small of the back. An assistant in the shop, one Katsun Nguchi, went to his master's rescue but he too was badly stabbed in the neck and slashed terribly about the body. One other Japanese was also injured but only slightly. Information was conveyed to the police, and all available men in the Hongkong district were sent out to search for the German sailors, four of whom were arrested three-quarters of an hour later at the Hotel Europa, in Minghong Road. The injured Japanese had been speedily conveyed to hospital where their terrible wounds were attended to. Yesterday, at 10.20 a.m., Konoichi Yamamura died of his injuries, while Nguchi is in a critical condition. [This man has since died.—*d. H.K.T.*] In the afternoon the Japanese authorities opened an inquest, at which medical evidence was given that deceased died as a result of the knife wounds inflicted on him. The sailors were yesterday morning placed under arrest on board their ship and it is understood that the wife of Yamamura and other Japanese will be able to identify the man who committed the deed, it being asserted that only one knife was drawn.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 19th at 12.20 p.m.—The barometer has risen over Japan, the depression having moved into the Pacific to the N.E. of Hokkaido. Over the Philippines the barometer continues to fall slowly.

Pressure remains low over Pacific to the E. of Luzon, where a depression probably exists. The anticyclonic area is still central over the continent to the North of the Yangtze.

Strong monsoon is expected to continue in the Formosa Channel, and strong N. and N.E. winds to gale will prevail over the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, moderate; fine.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamocks, N.E. winds, fresh.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

H. H. WU TING-FANG.

CHINESE MINISTER IN HONGKONG.

His Excellency Wu Ting-fang, Chinese ex-Minister to Washington, was a passenger on board the Pacific Mail Steamship Company's liner *Siberia* which arrived in port this morning from Shanghai.

Soon after the vessel was moored to her buoy a number of prominent Chinese residents paid a call on the Minister.

During the forenoon, H. H. Wu, who is very well-known in the Colony, came ashore and proceeded to the residence of the Hon. Dr. Ho Ka, his brother-in-law, where he will reside during his stay in the Colony.

His Excellency proceeded to the South on a three months' leave for the purpose of worshipping his ancestral tombs in San-Gi, for which place he leaves on the 2nd instant.

THE S.S. "HANKOW."

At a late hour this afternoon the s.s. *Hankow*, which was practically destroyed by fire on 30th day, was towed by the Dock Co.'s s.s. *Edith* into Kowloon Bay. She, too, will take a berth in the docks as soon as one is available. Practically the s.s. *Hankow* will have to be reconstructed.

CRIMINAL SESSIONS.

ALLEGED MANSLUGHTER.

The second day's sessions of the Criminal Sessions was held to-day, his Honour the Chief Justice presiding, when the case of George Street, a warder at Victoria Gaol, was put up for trial, prisoner being charged with manslaughter. The Hon. Sir Henry Berkeley, K.C., instructed by Mr. G. E. Morrell, of the office of Messrs. Denney and Howley, Crown Solicitor, prosecuted, and Mr. M. W. Slade, instructed by Mr. E. I. Goss, of Messrs. Wilkinson and Goss, defended the prisoner. Prisoner pleaded not guilty.

The following jury was empanelled:—Messrs. Paul Karl Knyett (foreman), Walter Ling, Sophus Vilhelm August Hall, James Clark, George Friedman, Charles Schulten-back, and John Byron Scott.

The Hon. the Attorney General, addressing the jury, in his opening statement, said that the prisoner at the bar was a warder employed at Victoria Gaol and he was accused of having caused the death of a Chinese prisoner in that gaol, by name Wu Lok, by striking, kicking, or giving him a blow about the body with his truncheon, while the man was engaged in hard labour, which consisted of shot-drill and stone carrying alternately. The spleen was ruptured, and it was found that he was suffering from an enlarged, but slightly enlarged, spleen, though he made no complaint whatever. It would be shown that the deceased was struck at about half past eleven in the morning, but he continued his work, and took his meal as usual, and made no complaint of any suffering. The next morning he again took his meal, and paraded with the rest of the prisoners, and went to work in due course. The hard-labour prisoners turn out at 6.15 a.m., and on that morning deceased turned out and worked as usual till 8 a.m., and then he fainted. The prisoner was the warder in charge of the men then, and when he ceased fainted he sent him to the gaol hospital. At the hospital he was examined by Mr. Moore, but no external marks of any injury were found on him. At 10.45 a.m. the same day Mr. Craig, Superintendent of the gaol, saw deceased who made a statement to him, in consequence of which the latter sent for a number of the warders and had them filed past the deceased, the accused being the last of the line. As he passed deceased pointed to him and said he was the man who struck him. Mr. Craig then, being a Justice of the Peace, took down the man's deposition in writing, in the presence of the prisoner. It was then found that deceased was worse than was thought at first, and Mr. Craig ordered his removal to the Government Civil Hospital. He was there seen by Dr. Koch, who at once saw the necessity for operating upon the man, and an operation was accordingly performed, under which the spleen was removed and found to be ruptured, and the patient died as a result. Thus the question for the jury to consider was whether the rupture was caused by a blow, and if so, whether it was by a blow given by the prisoner. The prisoner would tell them that he did not inflict any blow at all, and that he would be for them to consider, after hearing the evidence, whether he did or did not inflict the blow alleged to have been struck by him. It must be remembered that the warders in the gaol had no right to strike the prisoners. A prisoner in His Majesty's Gaol was as much entitled to protection from assault as any other person in the land, and no one had any right to strike them except under the order of the Court sentencing a prisoner to corporal punishment. If the jury found that the prisoner did inflict a blow, and that that blow ruptured the spleen of the deceased, thereby causing his death, they must return a verdict of guilty of manslaughter against the prisoner; otherwise they must acquit.

Evidence was then adduced. The case for the prosecution practically failed, as the medical witnesses would not state whether it was possible for a man with a ruptured spleen to continue at hard labour, sleep, take his meals and line up for parade without making some complaint, or whether the rupture would not cause a collapse and incapacitate him from further work, though finally they thought it scarcely possible. The Hon. the Attorney General then said that in that case he would call any further evidence, but would leave the case in the hands of the Court.

Mr. Slade said that under the circumstances his client was entitled to the benefit of the doubt, but he would prefer to be honourably acquitted. Counsel then reviewed the evidence and said the Crown had failed to prove anything against the accused, and asked the jury to acquit him. His Honour the Chief Justice then briefly summed up, when, without a moment's delay, the jury returned a unanimous verdict of not guilty for the accused who was then discharged, amidst a mild attempt at applause.

CANTON DAY BY DAY.

AN ALIEN OF SPECIAL PERMIT FEES.

[From Our Own Correspondent.]

Canton, 17th October.
There has been for a considerable time past, much discussion concerning the Special Permit Fees, as charged by the Customs on inland towing launches, which almost culminated in a strike, but for the wise steps taken by the Viceroy. Now, by order of H. E. the Viceroy a proclamation has been issued by the Likin Bureau announcing the abolition of these fees. This action on the part of the Viceroy is acknowledged as an excellent example of benevolence to the people.

THE "HANKOW" DISASTER.

H. E. the Viceroy has ordered a weiyuan to proceed to Hongkong to make full inquiries as regards the loss of life, property, etc. in the recent disaster of the burning of the s.s. *Hankow*.

THE BOYCOTT LEADERS.

The three boycott heroes, Messrs. Ma, Pun and Ho, have received an innumerable number of messages of congratulation from their friends and supporters, both at home and abroad, since their release from the Shamshu Prison. Yesterday, the Canton Chamber of Commerce received a telegram and a gift of \$1,500 (gold) for transmission to these three gentlemen, from the Chinese of the United States expressing their deepest sympathy with them, during their confinement for over a year and offering them their heartfelt congratulations, on receiving the news of their release.

POLICE WHISTLES.

As whistles are frequently heard being blown in the streets of Honan without the slightest cause, the Police Department have posted a notice, warning residents to refrain from blowing whistles, unless police assistance is required.

TELEGRAPH ADMINISTRATION.

8th October.
Owing to the transference of Hsiao Wen, the director of the Kwangtung telegraph Administration, to Yunnan and Kweichow, Viceroy Shun has recommended to Viceroy Yuan Shi Kai, the Minister of the Chinese Telegraph Administration at Peking, Mr. Chow Ping Wah, a weiyuan of the Canton Telegraph Administration, and Mr. Wong Ling Chun, an assistant of the same department, as sub-director. A despatch has been received from Peking by Viceroy Shun confirming the appointment, as heretofore mentioned. Hsiao Wen has, a few days ago, handed the office over to the two newly appointed officials. The Canton Telephone Bureau also comes under the charge of these officers.

CHAU TUNG SHANG'S ESTATE.

The real and personal property of Chau Tung Shang, which was seized by the Government, last year has been valued at Taels 1,040,089/166, of which Tls. 892,684/39 has been realised on property and interest in business, sold and the remaining Tls. 147,405/27 is the estimated value of property etc. still in the hand of the Government, awaiting to be disposed to prospective buyers.

THE "SINAM" PIRACY.

Reports from Chanchun (Shuntak Prefecture) to hand state that it has been ascertained that the real ringleaders of the piracy on board the Wuchow s.s. *Sinam* were a certain Lun A Wong and his nephew. An informant gave information to a Shuntak Military officer, who, in company with a number of troops, surrounded the house of the pirates at Chiklu village near Chanchun. During the encounter between pirates and soldiers one of the latter was severely wounded, but ultimately the two pirates were captured and taken prisoner. On trial it transpired that a certain firm of scale makers named Yuen Sun of that locality was the receiver of the stolen goods. Officials immediately visited the shop and seized a great quantity of piece goods, etc. belonging to the pirate steamer. Spies quickly the proprietor and the manager of the establishment were arrested on the charge of receiving stolen goods. A thorough search was also made among the boat people, but to no success. The latest report states that the two pirates have effected their escape from prison and a reward of \$100 has been offered for their recapture.

DIRECTOR OF PUBLIC INSTRUCTION.

The ex-inspector of public instruction of the Canton Educational Department, Mr. Yee Sik Mui, will leave here for Peking to-day per C. S. N. Co.'s s.s. *Kowloon*.

NEW ROAD.

The newly formed road from the Eastern Gate of the city to Sha He will be about ten 1/2 in length and the branch road from Tung Ground to the Northern Parace Ground is about 7 1/2. The formation of this "main" is about completed and tenders are now being invited for 200 rickshaws and carriages to be put on this run. The road is from 2 to 3 c. ang's wide besides footpaths on both sides of the road.

CRICKET.

CRAIGENGOWER C.C. v. HONGKONG POLICE R.C.

This League match will be played on Saturday, at 2.15 p.m., on the ground of the former Club, which will be represented by the following:—L. E. (captain), R. Bassa, M. E. Ayer, A. O. Brown, R. Pestonji, L. A. Rose, J. D. Kinnaird, E. Irving, S. Ford, G. Evans and E. R. 23.

HONGKONG CRICKET CLUB.

The following will meet in a match tomorrow, "Hills" v. "Plains", commencing at 3 p.m. sharp:—

Hills:—Mr. R. Hancock, 2 Mr. Harry Hancock, 3 Mr. A. R. Lowe, 4 Capt. H. W. Smith, 5 Mr. R. J. Lucy, 6 Mr. H. W. Woodward, 7 Hon. Mr. T. Sercombe Smith, 8 Mr. G. E. Morrell, 9 Hon. Dr. J. M. Atkinson, 10 Mr. F. A. Fowler, 11 Mr. A. O. Lang, 12 Mr. C. H. Falloun.

Plains:—1. Mr. W. C. D. Turner, 2. Capt. Kriekenbeck, 119th In. 3. Capt. C. Bruce, 4. Mr. R. J. Stanger, 5. Mr. S. 5. Mr. R. J. Hooper, 6. Mr. W. A. Powell, 7. Mr. Dixon, 8. Mr. R. A. H. Ponsonby, 9. Mr. Walter Daniel, 10. Mr. R. E. O. Bird, 11. Mr. J. Hall and 12. Mr. A. S. Cobden.

S. S. "KINSHAN" RE-FLAGGED.

AT ANCHOR IN KOWLOON BAY.

Exactly a month to a day on the beach in Castle Peak Bay, the s.s. *Kinshan* was re-flagged last night after three unsuccessful attempts previously. To those who were privileged with the sight of the fine new steamer being towed through the Central Fairway of the harbour at 1.30 p.m. to-day the *Kinshan* looked as spry and span as if she had only this morning left the builders' hands. There was no outward indication that the steamer had been benched for the past month, and that she escaped scatheless from the buffeting of wind and waves, and from her enforced idleness at Brothers' Point speaks volumes for the solidity of her construction. Until she is dry docked it is not certain what the extent of her damage, if any, is like; but to outward appearance, as already stated, the *Kinshan* looks as new as the proverbial pin. She now lies at anchor in Kowloon Bay awaiting an available berth in the docks.

Too much praise cannot be bestowed upon all concerned for the efficient and successful manner in which the salvaging operations have been conducted. The refloating of such a valuable steamer must have occupied many anxious minds for several days and weeks; the success of those operations redounds to the credit of those responsible for the undertaking and demonstrates the practical utility of the dredger—*Canton River*—which played such a prominent part in the carrying out to a successful conclusion a creditable enterprise.

KOWLOON-CANTON RAILWAY.

FATALITY AT HO MAN TIN.

One Indian workman was killed and four others—some seriously—injured in the collapse of a sand bank at Ho Man Tin, near Yau-ma-tei, at about two o'clock yesterday afternoon.

At the spot where the fatality occurred there were about twenty Indian workmen employed in cutting the bank of a hill, perpendicularly, to allow the rails for the Kowloon-Canton Railway to be laid. At the back of this hill a gang of native workmen were engaged in similar employment.

The Indians were hard at work at the time, when without the least warning part of the bank above them collapsed, and several tons of earth fell on the workmen.

Three of the workmen were completely buried, two of them fortunately under a very light fall of earth, while two other Indians were partly buried.

The other workmen, who were some distance away, and so were uninjured, raised a cry on seeing the accident that had befallen their fellow-labourers, and several Europeans employed on the works, including the railway medical officers, were promptly on the scene.

Work of extricating the men was soon started and two out of the three men, who were completely buried, were got out in a slightly injured condition, the other being found dead. To release the other two, who were partly buried, was the matter of a few minutes, and on examining them it was found that one was very seriously injured and he was sent to the Government Civil Hospital.

The remaining three had their wounds attended to by the railway medical men and the assistant health officer for Kowloon, and were allowed to return to their quarters until such time as they might return to duty.

HARBOUR MASTER.

When H.M.S. *Endymion* arrived in port this morning she brought to the Colony the acting Harbourmaster of Hongkong, in the person of Mr. Charles W. Beck, who will fill that appointment *pro tem*, and pending a substantive appointment to the post. Mr. E. Jones, assistant acting Harbourmaster, went on board on arrival of the vessel to welcome the new Chief of his department, who will, we understand, take over charge of his new duties to-morrow.

MORE PERJURY.

CHIEF JUSTICE AND THE WITNESS.

At the Supreme Court to-day, after Mr. George Street, warder, Victoria Gaol, had been acquitted and discharged, on the charge of manslaughter his Honour the Chief Justice called up Chan Ling, one of the witnesses for the prosecution, and said that he believed that most of the statements he had made in his evidence were lies; but as he intended to commit the man to prison for committing perjury he must specify the lies mentioned. Witness said that he had been struck by one European warder, in the Police Court, he said every warder had struck him. He had also said that he had complained to Mr. Craig, but it was plain from the records he had never done so. He would go to imprisonment with hard labour for three months.

S.S. "NEIL MACLEOD"

SOLD BY AUCTION.

Acting under instructions from Messrs. Sheehan, Jones and Co., Messrs. Hughes and Hough, auctioneers, put for sale at their sales rooms, No. 8, Des Voeux Road, at 11 a.m. to-day, the Spanish steamer *Neil Macleod*, as she now lies in Yau-ma-tei Bay, with all her fittings, gear, etc. Bidding went up to \$18,000, but as that figure did not touch the upset price the vessel was withdrawn.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of India*) 21st inst.
German (*Willebrand*) 22nd inst.
German (*Roon*) 23rd inst.
German (*Prinz Ludwig*) 23rd inst.
Indian (*Kinsland*) 28th inst.

The N. Y. K. s.s. *Ceylon Maru* Bombay Line left for Hongkong on 18th inst., and is expected here on 24th inst.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai on 11 a.m. on 18th inst., and left again at 8 p.m. same day, for Hongkong, where she is due to arrive at 7 a.m. on 24th inst.

THE HONGKONG TELEGRAPH

(Reuter's.)

Loss of a French Submarine.

LONDON, 17th October.

The French submarine boat *Lutin*, with a crew of 14 men, has disappeared off Bizerta. Efforts to recover her are being made, but the rough weather renders it difficult.

Later.

The British Consul at Tunis has telegraphed to Malta for assistance to raise the *Lutin*. The submarine lies at a depth of 125 feet.

The United States in the Far East.

The United States Government has ordered the despatch of four powerful armoured cruisers to join the squadron in the Far East, for the more effective protection of American interests.

Extraordinary Robbery in Germany.

A most astounding robbery has taken place at Koenigsberg, a suburb of Berlin. A man, dressed as a captain, stopped a squad of Guardsmen returning from drill, and ordered them to accompany him to Koenigsberg, where they entered the Town Hall and arrested the Mayor and the cashier, and after sending them to Berlin, under guard, seized £250, on the strength of a bogus Imperial order regarding Municipal irregularities. The supposed captain, then ordering the Guardsmen to remain in occupation of the Town Hall, decamped in a motor car.

THE T.K.K. AND THE PACIFIC SERVICE.

IMPORTANT STATEMENT BY THE PRESIDENT.

In reference to a report that a trust had been firmly established to control the steamship service across the Pacific, the Tokyo Kisen Kaisha being concerned therein, Mr. Asano, President of the Tokyo Kisen Kaisha, is credited in a Tokyo dispatch with some interesting observations. He is reported to have said that the company has acquired 14 years to entirely absorb the Pacific steamship service. To that end the company framed a plan to purchase the four Pacific Mail steamers—the *Siberia*, *Manchuria*, *Manila*, and *Korea*, and to build three new steamers, thus monopolising the trade with ten steamers, including the company's existing steamers, the *America*, *Yokohama*, *Hongkong*, and *Nippon*.

Last year Mr. H. H. Hiram, President of the Pacific Mail Steamship Company, came to Japan and was approached on the matter. Then the General Manager of the Tokyo Kisen Kaisha visited America, and negotiations for the purchase of the four P.M. steamers had made considerable progress, and a contract to conclude the deal was about to be signed when the *Manchuria* met with an accident near Honolulu, and the *Manila* also shared a similar fate off Midway Island. Both steamers sustained heavy damages, the repair of which will involve an immense amount of money, and Mr. Asano thinks that when they are refitted their value will have deteriorated so that they may be no longer fit for the Pacific service. The purchase of the four steamers has consequently been abandoned. Some Japanese steamship-owners have under contemplation a scheme to open a new Pacific service, in addition to certain French steamers already in the field in competition with the Tokyo Kisen Kaisha, and the report of the formation of a trust may have been purposely circulated in the particular interest of these competitors. The object of the Tokyo Kisen Kaisha in the proposed extension of the Pacific service was only to prepare for the future competition of the Hamburg-American Line, and that Tokyo Kisen Kaisha is not to be explained by one or two foreigners will be seen from the future policy of the company.—*Japan Chronicle*.

NORTH CHINA INSURANCE CO., LTD.

The report for presentation at the third ordinary general meeting of shareholders, to be held at the offices of the company, Shanghai, on the 11th inst., reads:—

The directors have to submit for the information of shareholders the annexed duly audited statement of the Company's accounts to the 30th June, 1906.

1905.—The balance at credit of this account is Taels 291,925 19, and after deducting an interim dividend of 7 1/2 per cent, a gleaning Taels 26,229 51, paid on the 1st May last, there remains a sum of Taels 265,696, which the directors recommend should be appropriated in the following manner:—

A final dividend of 7 1/2 per cent, on the paid-up capital.

A bonus of 15 per cent, upon contributory premium.

£10,000 to the credit of sterling reserve.

And the balance to be transferred to Underwriting Reserve Account, closing the account for 1905.

1906.—The balance at credit of Working Account on the 30th June amounts to Taels 185,530 31.

Directors.—In accordance with the provisions of the articles of association the directors all retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Winge and Hayter, and they again tender their services to the shareholders.

By Order of the Court of Directors.
WM. GEORGE BAYNE,
Secretary.
Shanghai, 11th October, 1906.

A GALLANT RESCUE.

THE WRECK OF THE "AKASHI MARU."

The past month has been so replete with important events—the typhoon in Hongkong, several sensational crimes in Shanghai, and important sporting events to fill up the intervals, that less attention has been paid to catastrophes of slighter importance, remarks the *N. C. D. News*. Brief reports have been received from Japanese sources as to the foundering of the Osaka Shosen Kaisha's str. *Akashi* off Amoy on the 30th ult., but beyond the fact that the vessel was a total wreck there have been no details. It was not until the C.N.S. *Yachow* arrived here on the 12th inst. from Hongkong, that a true picture of the wreck of the *Akashi Maru* could be obtained, the *Yachow* having been the only boat which came in touch with the wrecked steamer after her accident before she went down.

The C.N.S. *Yachow* (Capt. Brown) left Wanchow for Hongkong on the 24th ult., with two Blue-Funnel lighters in tow. It was typhoon weather at the time and the passage was naturally slow on account of the tow, the steamer keeping well in shore to allow of anchoring if necessary. After various weather delays the *Yachow* passed Amoy on the morning of the 30th ult., and at the time noticed a steamer coming out, which was proved to be the *Akashi Maru* bound South. The *Yachow* having towed the Japanese steamer naturally had the heels of her and got well ahead, but presently, by her own account, it was seen that the *Akashi* was in difficulties and probably aground. On getting nearer Capt. Brown found that the *Akashi Maru* was actually aground on the reef known to mariners as the North Metopoe reef, a very dangerous reef about 20 miles out from Amoy, and near Chaple Island. The steamer was flying signals of distress, signifying that she required immediate assistance, and as the *Yachow* came nearer it was seen that large quantities of water were being poured over the side, and that the *Akashi* could not get off without sinking in deep water and the Captain of the *Yachow* hoisted signals that his ship would stand by, getting as near as safety would permit, and take off the crew of the stranded steamer.

The *Akashi* launched boats under difficulties—a heavy sea running and a strong gale blowing—and with great difficulty the first batch of people from the *Akashi* were taken aboard, their boats being already half full of water and ropes having to be used to get them aboard. The weather was meanwhile getting worse, and the *Akashi* was seen then to be slowly sinking, with the seas sweeping her clean, fore and aft. By this time the *Akashi*'s boats' crews were so completely exhausted that their complement had to be filled by such members of the *Yachow*'s crew as could be spared in order to transfer the people remaining on board the wreck which was quite by sinking. Eventually, under great risk, the captain, officers and remainder of the crew of the *Akashi* were transferred to the *Yachow* in an exhausted condition, together with, as far as can at present be estimated, \$33,000 treasure. On their last trip the boats were interfered with by native pirates, and Capt. Brown found it necessary to give the order to fire upon them, in order to allow the rescuing boats to approach the sinking ship. The *Yachow* first came in touch with the *Akashi* at 8 a.m., and at 4 p.m. she proceeded on her voyage to Hongkong, 137 people having been rescued from the wreck under adverse circumstances and not a life lost. When last in view, the *Akashi*'s deck was only a few feet above water, and no other steamer had sighted the wreck during the day. Next day at daylight a steamer passed the scene of the wreck, but reported nothing valuable, and it is presumed that the vessel was broken up by the heavy sea during the night. Had the *Yachow* been within hailing distance of the wreck, it is probable that it would have been rescued.

The refugees from the wrecked steamer were most hospitably treated by Captain Brown and his staff, and were duly landed in Hongkong. As an appreciation of the services rendered by the *Yachow*, the master of the *Akashi Maru* sent the following letter to the agents of the China Navigation Company:—

Osaka Shosen Kaisha,
Hongkong, October 4, 1906.
Messrs. Butterfield and Swire.
Gentlemen, I hereby beg to offer you on behalf of my passengers, crew and myself, my most sincere thanks for the kind assistance rendered by your steamer *Yachow* on September 30, 1906.

We also wish to testify as to the extreme kindness of Capt. Brown, his chief officer and second officer, engineers, all, and passengers, towards every one of us when, after picking us up, made gifts of clothes and necessities to shipwrecked mariners, and officers of every possible assistance.

Wards had me at present, but please accept this as acknowledgment of the expression of my "and our" heartfelt gratitude, and believe me,

Gentlemen,

Yours respectfully,

(Sd.) A. MUKAI,

(Master), late *Akashi Maru*.

FUNERAL OF MR. GUTERRES.

The *Japan Chronicle*, of 9th inst., says:—Yesterday morning the funeral took place at Kobe of Mr. F. F. Guterres, whose death was reported in Sunday's issue. The cortege left the residence of the family in Nakayama-cho at about eight o'clock for the Roman Catholic Church, where a requiem mass was held, Father Fage officiating. At the conclusion of the mass a procession was formed by the Bishop of Osaka, Mr. Jules Chanton, an old friend of the deceased who specially attended to perform this most impressive part of the service. The whole staff of the Hongkong and Shanghai Bank, with which deceased was so long connected, attended the service.

On the conclusion of the ceremony in the church the journey to Ono Cemetery was resumed, the officiating priest accompanying the cortege. The pall-bearers were Messrs W. Morais, J. Dunn, G. H. M. da Costa, E. M. Silver, Baker, J. J. Gomez, R. Remedios, and J. H. Duus.

A large number of beautiful and floral tokens of sympathy and respect were sent, one immense wreath from the staff of the Hongkong and Shanghai Bank being borne by four members of the junior staff.

VAM KAH-DEE.

END OF THE GREAT OUTLAW.

SUMMARILY EXECUTED IN SOOCHOW.

A telegram to one of our native contemporaries yesterday, says the *Shanghai Times* of 15th inst., briefly announced that the notorious bandit-chief, Vah Kah-der, was executed in Soochow on Saturday morning.

According to the story current in native circles here Vah attempted to commit suicide in his cell on Friday night by swallowing a large gold finger ring, hoping to choke himself thereby; and the Governor, alarmed lest his prisoner should escape the law, and also influenced by reports that a plan was on foot to effect his rescue, ordered that Vah should be executed immediately. Accordingly early on Saturday morning Vah Kah-der was led out into the courtyard of the yamen, where the executioner took off his head with one stroke of the sword.

ACCOUNT BY A FOREIGN EYE-WITNESS.

The foregoing account is, as we say, from native reports, and is slightly inaccurate in some particulars. The following is the version of a foreign eye-witness of the grim tragedy, and may be accepted as the correct story of what took place:—

Vah Kah-der was decapitated on Saturday morning on the parade ground not far from the Soochow Chieh-shien's yamen, in the presence of a large gathering of spectators, soldiers and mandarins.

In spite of all torture brought to bear upon him, he persistently denied every charge upon which he was arraigned. Finally under pressure, he confessed to some, and gave away the name of some of his associates.

Before daybreak on Saturday he was informed that the Magistrates were convinced of his guilt, and he was offered a good meal and *umishu*.

Partaking but sparingly of this refreshment he announced himself ready for death. In the meanwhile the native officials had been busy preparing the scene of execution.

At five o'clock in the morning the foreign-judicial soldiers filed on to the ground, accompanied by the officials. The soldiers formed a ring around the execution-ground and kept the morbid sightseers in check.

After a brief interval a procession of high native officials wended their way slowly on to the ground and seated themselves in the cumbersome native chairs. The chief officials seated themselves at a long table under a tent, from either side of which foreign-judicial troops stood in long lines at attention and behind these swarmed thousands of Chinese.

Suddenly there was heard the beating of a deep-sounding gong, and turning in the direction of the sound a detachment of Chinese braves was seen advancing at a quick step, and in their midst the doomed man being carried on a wicker tray, with flags upon his back denoting the crimes he was guilty of. The soldiers swung around in front of and facing the officials, and the condemned man was placed upon the ground.

Vah Kah-der, in spite of all the atrocious crimes he had committed, faced the officials unflinchingly. A man—one of the gong-braves—stepped up and removed the flags already mentioned, and arranged the doomed man's queue, pulling it forward and clear of his neck. The executioner, sword in hand, walked up to the official table to obtain his formal instructions to proceed with his duty. He bent one knee and obtaining all the officials' assent, he arose and making a cutting movement with his hand, walked back again quickly to the spot where Vah Kah-der lay, crouched in his chains. Uncovering his sleeves, above the elbow he proceeded with his ghastly work. A flash in the sun of a gleaming blade, and the head of Vah Kah-der, one of the most notorious criminals of late years, was rolling on the turf. The body sagged to one side, quivering, and the gruesome ceremony was over. Late in the evening relatives or friends removed the mutilated body for burial, and yesterday only a little blood-stained grass marked the scene of the last penalty of a bold and daring bandit, who for years had defied the laws of his country.

AN OBSTREPEROUS JAPANESE.

Kuniwo Tsurusaki, a Japanese photographer, reeled into No. 2 Police Station a few minutes before midnight last night, and feeling his way to the sergeant's desk, related a story. The story was to the effect that he had been assaulted in the street by a woman of his own nationality. He rambled on for some time until finally he asked for the arrest of the woman on a charge of assault. A constable was despatched to look up the case, but he returned later and informed the officer that there was no truth in the Japanese story. The *Yap* was told of the discovery and asked to leave the station. He refused to leave, and doled out a string of expletives that fairly shocked his hearers. His behaviour was such that he had to be put out, but he returned once more. On three occasions he was put out of the station, and on the last trip, when the *Yap* dug the toe of his boot into some of the station's flower-pots, which adorn the outside walls of the building, smashing a few, and sending earth and flowers flying in all directions, he was put into a cell. He became very repentant after this and was very polite in his apologies. He compensated the station for the damage done to the flower-pots and was looking eagerly for the officer-on-duty to say: "Go away and behave yourself," but nothing came, and he passed the night quietly in confinement. He came before Mr. H. H. J. Gompertz, at the Police Court, this morning, on a charge of being drunk and disorderly on the previous night. The *Yap* said he did not remember a thing of what occurred, and the Court fined him \$5. Kuniwo was still writing letters to his friends in the police court waiting room when our reporter left, calling them to pay his fee.

FOR THE TYPHOON FUND.

As we have already announced in these columns, the Lusitano Club Smoker in aid of the Typhoon Relief Fund will be held at the Hall of the Club Lusit no tomorrow at 9 p.m. A very attractive programme has been arranged for the occasion consisting of songs, instrumental music, monologues, exhibitions of physical exercises, tests of strength and the comic operetta "His Only Coat," which is a side-splitting farce. Such a very deserving object as this is, and with such a bill of good things provided, there should be a large attendance.

FATALITY AT WANCHAI.

COOLIE FALLS THIRTY-FIVE FEET.

After lingering at Death's door for nearly twenty-four hours, and in great pain, Tso Kam, a coolie, of No. 12, Moon Street, Wanchai, expired in the Government Civil Hospital at nine o'clock yesterday morning, from cerebral hemorrhage.

Tso Kam and a number of other men lived together in a flat at No. 2, Moon Street. Being in a very bad state of health Tso was unable to do any work for about a month, but on Wednesday he buckled up somewhat and was able to take his meals with the other men. *Smitu* was freely drunk by the men during their dinner. The meal being over, the others, but the deceased, retired for the night, he going into the verandah, it was said, to cool himself.

Nothing untoward happened until about a quarter of an hour later, when the sound of something heavy dropped into the street, followed by the running of a crowd, was heard by those in the house. The men made for the verandah and found that Tso Kam was not there, but in the street below they saw an immense crowd. Going below they found their fellow-lodger lying on the ground and bleeding freely from several places. The police was summoned, and the unfortunate man, who, it was said, was by no means unconscious, was removed to the hospital. An examination was held and it was discovered that the injuries he sustained in the thirty-five feet drop were indeed serious and no hope was then entertained for his recovery. He died some hours later.

After making inquiries into the matter, the police was of opinion that it was not a case of suicide, but an accident. It was conjectured that when deceased went to get cool he sat on top of the verandah, and he had either come to sleep in that position or lost his balance and dropped into the street.

NEW APAR STEAMER.

TRIAL TRIP OF S.S. "JAPAN."

The new steamer *Japan*, which has been built and engined by Messrs. Workman, Clark and Co. (Limited), Belfast, for Messrs. Apar and Co., of Calcutta, left the builders' wharf at Milewater Basin on 29th ult. and steamed down the Lough for four speed trials and adjustment of compasses. The *Japan* is the second vessel constructed by the firm for these owners, and is intended for the mail service between Calcutta and Chinese ports. She is a handsome vessel, 465 ft. in length, with a gross tonnage of over 6,000 tons, and has two complete steel decks, with pump bridge and top gullant forecastle, all the exposed decks being sheathed with teak. Special attention has been given to the accommodation for first and second-class passengers. The first-class state-rooms are placed in steel houses on the bridge deck at the forward and after ends of the engine and boiler casings. These rooms are replete with every convenience for the comfort of their occupants. The dining saloon in the forward deck-house is a handsome apartment with all the latest improvements, as it is supplied with steam from three double-ended and one single-ended multi-tubular boilers, working under Howden's system of forced draught. After a successful cruise the new steamer proceeded to Barry to load cargo for her voyage out to Calcutta.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Banks \$810, Hongkong Fire \$330, China Fire Insurance Co. \$95, Shell Transports 20/6, Electric \$14, Tramways \$215.

Sellers:—National Banks \$50, Unions \$775, Canning \$330, Indo-China \$73, China and Manilla \$23, Douglas \$42, China Singers \$150, Ranks \$97, Hongkong Docks \$153, Kowloon Wharves \$93, Shanghai Docks \$15, 105, Hongkong Lands \$108, West Points \$50, Hongkong Hotels \$115, Humphreys Estates \$114, Cottons \$13, China Bunnies \$10, China Providents \$940, Ices \$136, Ropes \$27, China Light and Power \$91, Powells \$850.

Sales:—Canton Insurance \$330, Hongkong Fire \$330, Steamboats \$167, Hongkong Docks \$153.

Nominal:—Hongkong Wharves \$15, 237, Dairy Farms \$17, Cements \$19, A. S. Watsons \$12.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 1/4
Do. demand 2/3 1/4
Do. 4 months' sight 2/3 1/4
France—Bank T.T. 2/3 1/4
America—Bank T.T. 2/3 1/4
Germany—Bank T.T. 2/3 1/4
India T.T. 2/3 1/4
Shanghai—Bank T.T. 2/3 1/4
Singapore T.T. 2/3 1/4
Japan—Bank T.T. 2/3 1/4
Java—Bank T.T. 2/3 1/4

Buying.

4 months' sight L/C 2/3 1/4
6 months' sight L/C 2/3 1/4
30 days' sight San Francisco & New York 2/3 1/4
4 months' sight do 2/3 1/4
30 days' sight Sydney and Melbourne 2/3 1/4
4 months' sight France 2/3 1/4
6 months' sight do 2/3 1/4
4 months' sight Germany 2/3 1/4
Bar Silver 2/3 1/4
Bank of England rate 2/3 1/4
Sovereigns 2/3 1/4

THE KIANGNAN ARSENAL DOCK.

With reference to a statement which appeared a few days ago in a native local contemporary concerning the above institution, which was also translated in some of the foreign newspapers at the time, we are in a position to deny the pronouncement, that the Kiangnan Dock is some 115,000,000 during the past year in consequence of which a new Manager had been appointed in the person of Tantai Chang Shih-han, the present Director of the Kiangnan Arsenal. As a matter of fact, under the superintendency of Admiral Sah and the capable management of Captain Y. F. Wu, both of the Flying Imperial Navy and experts in their profession, the books of the Kiangnan Dock can show a gain of nearly Tls. 100,000 for the past year—the first of its existence, while there has always been more work offered than could possibly be accepted owing to the present circumscribed limits of the Dockyard. Ever since the inauguration of the new régime, with the exception of a few weeks' stoppage caused by the inundations last year, there have at any one time been no less than ten vessels on an average undergoing repairs at the hands of the Dockyard people—which, under the circumstance, appears to be pretty good.—*N. C. D. News*.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, OCTOBER 20TH, 1906.

DINNER.

HORS D'OEUVRES.

Sardines on Toast.

SOUP.

Mock Turtle.

ENTREES.

Veal Cutlets and Green Peas.

Rolled Shoulder of Mutton and Onion Sauce.

Patties a la Toulouse.

CURRY.

Ox Brain.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Turkey and Stuffing.

Boiled Sheep's Head and Capers Sauce.

Cold Bologna Sausage, Potato and Onion Salad.

SWEETS.

Toast Pudding.

Plum Pudding and Brandy Sauce.

Strawberry Ice Cream and Finger Cakes.

Cheese Straws.

DESSERT.

Coffee. Fruit. [1022]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 23rd October, 1906, at 5 P.M., opposite the City Hall,

(The property of Capt. DOBBS, R.A., who has left the Colony),

One DUN PONY, quiet, good Hack, believed sound and is a good Polo Pony,

ALSO

SADDLE, BRIDLE and STABLE NECESSARIES.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th October, 1906. [1023]

NORDDEUTSCHER LLOYD, BREMEN.

PUBLIC INSPECTION OF S.S. "PRINZ LUDWIG."

THE Company's Steamer

"PRINZ LUDWIG."

Captain F. von Binzer, will be open to

PUBLIC INSPECTION

on TUESDAY, the 23rd instant, from 4 to 6 P.M.

at the Pier of the Hongkong and Kowloon Wharf and Godown Company, Limited.

MELCHERS & Co., Agents.

Hongkong, 19th October, 1906. [1021]

HAMBURG-AMERIKA LINE.

THE H. A. L. Steamship

"SEGOVIA."

Captain Schenfeldt, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before DISCHARGE.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th October, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th October, 1906, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 19th October, 1906. [1020]

A SPECIAL SALE

will be held at the

ITALIAN CONVENT,

ON BEHALF OF THE

POOR ORPHANS.

ON the 20th instant, at 2 P.M., of LADIES' AND CHILDREN'S UNDERCLOTHING, DRESSES, &c., with Lace and Embroidery made by the inmates of the Convent, as well as other ornamental articles.

The Articles will be all priced, The Superiress hopes to receive a large share of the public patronage and acknowledges the many proofs she has had of their kindness and charity.

ITALIAN CONVENT,

28, Calao Road.

Hongkong, 19th October, 1906. [983]

Intimations.

THE
ROBINSON PIANO
CO., LD.,

ARE SHOWING

HIGHEST CLASS
PIANOS,

THE LEADING MAKERS
OF
THE WORLD.

Steinway,
Bechstein,
Bluthner,
Winkelmann,
Collard & Collard,
Hopkinson,
Haake,
Krauss, &c.

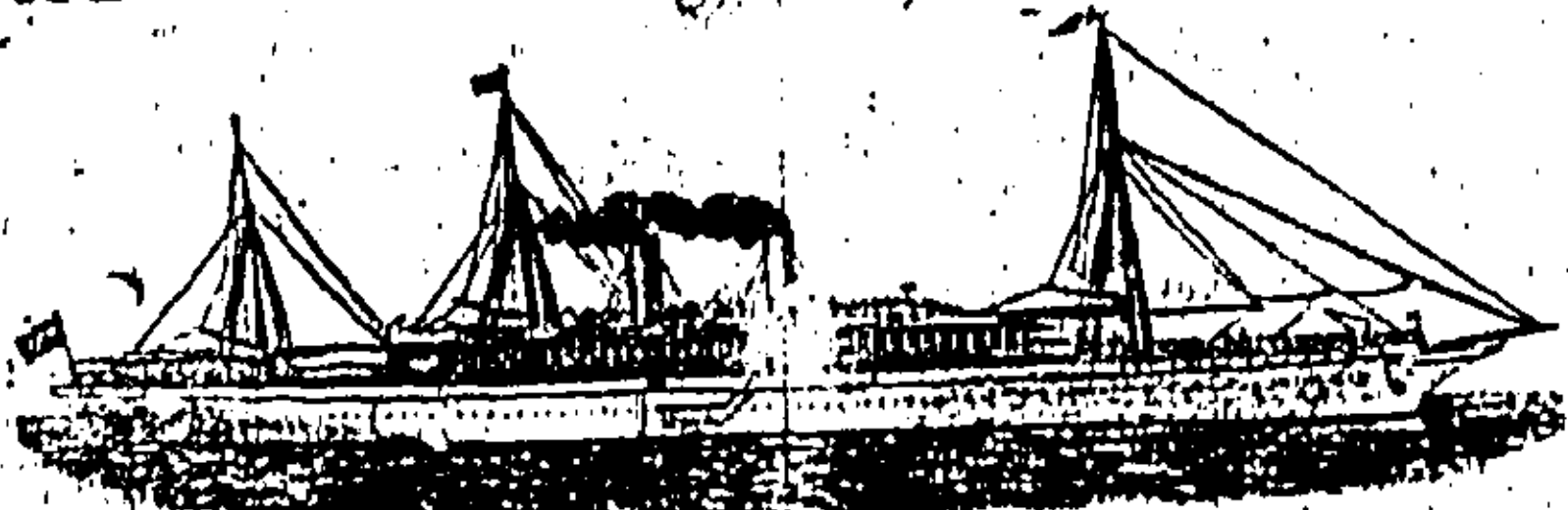
CASH OR CREDIT,
OR ON

HIRE FROM \$10 PER MONTH
INCLUSIVE.

Hongkong, 22nd August, 1906. [138]

STRONG,
HEALTHY,
WISE AND
SURE,
that you get BOAR'S
HEAD BRAND GUINNESS
STOUT.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....4,425.....SATURDAY, October 20.....November 12			
"EMPEROR OF CHINA".....6,000.....THURSDAY, October 25.....November 12			
"EMPEROR OF INDIA".....6,000.....THURSDAY, November 22.....December 10			
"ATHENIAN".....3,882.....WEDNESDAY, November 28.....December 22			
"EMPEROR OF JAPAN".....6,000.....THURSDAY, December 20.....January 7			
"MONTEAGLE".....6,163.....WEDNESDAY, December 26.....January 19			

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence Ldo. via New York Ldo.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways.....Ldo. Ldo.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"
Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers book through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage,
apply to
HONGKONG, 6th October, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA.....	LOONGSANG	SATURDAY, 20th October, 4 P.M.
SHANGHAI.....	HANGSANG	TUESDAY, 23rd October, Daylight.
TIENTSIN.....	CHIPSING	THURSDAY, 25th October, 4 P.M.
BANGALORE, PENANG & CALCUTTA.....	YANGSANG	SATURDAY, 27th October, 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chindao, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th October, 1906.

CHINA NAVIGATION CO., LIMITED.

TO	TO SAIL
YOKOHAMA and KOBE.....	"TAIYUAN"..... 20th October.
SHANGHAI.....	"KIUKIANG"..... 22nd "
SHANGHAI and CHINKIANG.....	"HANGCHOW"..... 23rd "
MANILA.....	"TEAN"..... 23rd "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

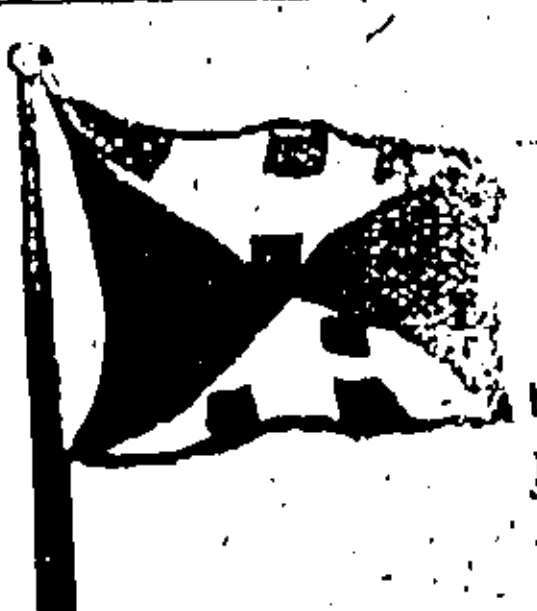
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers on through Bills of Lading for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.
RUBI.....	2540	R. Almond	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship
"BRAEMAR".....20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND
TIENTSIN VIA SHANGHAI.

RHENANIA.....Capt. v. Hoff	1st November.
HOHENSTAUFEN.....Jaeger	2nd December.
SILESIA.....Babls	2nd January.
SCANDIA.....v. Dohren	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, HAVRE (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG.....Capt. Filler	2nd November.
RHENANIA.....v. Hoff	14th December.
HOHENSTAUFEN.....Jaeger	11th January.
SILESIA.....Babls	8th February.
SCANDIA.....v. Dohren	22nd March.
HABSBURG.....v. Hoff	5th April.
RHENANIA.....Jaeger	17th May.
HOHENSTAUFEN.....Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA.....SITHONIA.....20th October.
FOR YOKOHAMA & KOBE.....SEGOVIA.....22nd October.
FOR SHANGHAI, KOBE & YOKOHAMA.....RHENANIA.....1st November.
FOR SHANGHAI, KOBE & YOKOHAMA.....ANDALUSIA.....13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughrates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG.....HABSBURG.....2nd Nov.	
FOR ANTWERP and HAMBURG.....TEUTONIA.....10th Nov.	
FOR HAVRE, BREMEN and HAMBURG.....BRISGAVIA.....16th Nov.	
FOR HAVRE and HAMBURG.....SEGOVIA.....20th Nov.	
FOR HAVRE and HAMBURG.....SITHONIA.....30th Nov.	
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....RHENANIA.....14th Dec.	
FOR HAVRE and HAMBURG.....C. FERD. LAEISZ.....12nd Dec.	
FOR HAVRE and HAMBURG.....ANDALUSIA.....28th Dec.	
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....HOHENSTAUFEN.....11th Jan.	
FOR HAVRE and HAMBURG.....ALEXIA.....25th Jan.	

Hongkong, 17th October, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE,"

Captain Helms, will be despatched for the above
Ports, on SATURDAY, the 27th instant, at
Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship
"YEDDO,"

Captain Cowley, will be despatched for the
above Port, on or about the 13th November.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 3rd October, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"MERIONETHSHIRE"

will be despatched for the above Ports, on
or about the 15th of November, and will be
followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship
"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filler, will be despatched
as above, middle of December.

Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 4th October, 1906.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 18th October, 100 cts. per 5 Mss.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chau	26
Bullock's Brains—Know	10
" Tongue fresh—Ngau Li	50
" corned—Ham Ngau Li	55
" Head—Ngau Tau	80
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kerk	7
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	10
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai- tau-keek	100
Mutton Chop—Yeung Pai Kwai	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	24
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	10
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	25
Pork, Chop—Chi Pai Kwai	22
" Corned—Ham Chu Yuk	15
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	15
Sheeps' Head and Feet—Yeung Tau Keok	55
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	14
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	24
" Mutton—Sang Yeung Yau	20
Vcal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	26
Capon, Large, Small—Sin Kai	30
Ducks—Ap	22
Doves—Pan Kau	17
Eggs, Hen—Kai Tan	2
Fowls, Canton—Kai	30
" Hainan—Hoi Nam Kai	35
Geese—Ngo	37
Geese, Wild Shanghai—Sheung Hoi Ye	37
Deer—Wong Keng	5
Musk, Deer—Wong Keng	5
Hare—Tu Chai	5
Partridge—Che, Khoo	5
Phasian—Shan Kai	5
Pigeons, Canton—Pak Kup	26
" Hoihow—Hoihow Pak Kup	22
Quail—Um-Chun	22
Rice Birds—Wo Fa Cheuk	52
Snipe—Sa, Chui	63
Turkeys, Cook—Fo Kai Kung	25
" Hen—Na	45
Wild Ducks, Shanghai, Sui Ap Chai	90
Teal, Shanghai, Sui Ap Chai	90
Wild Ducks Canton—Sang Shing Siu Ap	10

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	18
Catfish—Chik Yu	12
Codfish—Men Yu	16
Crabs—Hoi	18
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	10
Dog Fish—Tui Yu Sa	10
Eels, Congor—Hoi Man Yu	18
" Fresh water—Tam Sui Yu	28
" Yellow—Wong Sin	74
Frogs—Tien Kai	32
Garoupa—Sek Pan	50
Gudgeon—Pak Kup Yu	12
Herrings—Tao Pak	20
Hailbut—Cheung Kwai Yu	20
Labrus—Wong Fa Yu	20
Loach—Wu Yu	10
Lobsters—Lung Ha	28
Mackerel—Chi Yu	14
Mopk Fish—Mon Yu	20
Mullet—Chai Yu	20
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	18
Perch—Tau Loo	15
Pike—Fa Paw Poong	8
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	48
Ray—Pei Pa Sa	9
Rock Fish—Sek Kau Kung	16
Roach—Chun Yu	28
Salmon, (C'ion), fresh water—Ma Yau Yu	28

NOTICE.

THE Public are hereby informed that no
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Cents.

Shark—Sa Yu	10
Skate—Po Yu	12
Shrimps—Ha	24
Snapper—Lap Yu	28
Soles—Tat Sa Yu	28
Tench—Wan Yu	18
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Keok Yu	55
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	18
Apples, (California)—Kam San Ping	22
" Ko	—
" (Chefoo)—Tin Chun Ping	—
" Ko	6
" Small—Hoi Tong	6
" Custard—Fan Lai Chi	6
Bananas, fragrant, Canton—Sang Sheng	3
Heung Chiu	4
" (brides), Macao—San Heung Chiu	4
Chestnuts, Chinese—Foong Lut	14
Carambola—Yeung Tou	8
Cocoanuts—Yeh Tai	9
Grapes—Sin Tai Tai	—
Lemons, China—Ning Moong	7
" Amer.—Kum San Ning Moong	7
Lichees, Dried—Lai Chi Con	45
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	7
Moong	7
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	dot.
Oranges, (American)—Sang Sheng Tim	5
" Ching	—
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	8
Passion Fruit	dozen
Pears, (American)—Kam San Shut Li	15
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	15
Peanuts, Fa Sang	10
Persimmons Large, Hung Chio	9
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung-lang	—
" Paw-law	—
Platans—Tai Chen	3
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	16
Walnuts, Hop Tou	12
" Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah	
Chi Chau	
Beans, (French) Macao—Oh Moon Pin	
Tau	
Beans, (French), Shanghai—Sheung Hoi	
Pin Tau	
Beans, Sprout—Ah Choi	
Beans Long—Tau Kok	
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	
Brinjals, Red—Hung Ker	
Brassica—Pak Choi	
Bamboo Shoots—Chook Shun	
Cabbage, Chinese, com.—Kai Choy	
Cabbage Root—Kai Lun Tau	each
Cabbage, (Shanghai)—Yeh Choi	
Cane Shoots, bunch—Kau Shup	
Cauliflower, Large size—Tai Yeh Choi	
Fa	each
Cauliflower, Medium size—Cheung Yeh	
Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	
Carrots—Kam Shun	
Celery, Chinese—Tong Kan Choy	
Celery, English—Yeung Kan Choi	
Celery, White—Pak Yeung Kan Choi	
Chilles Dried—Con Lat Chiu	
Red—Hing Fa	
Green—Cheng Lat Chiu	
Curry Stuff, English—Ka Lee Choi Liu	
Cucumbers—Cheng Kwa	
Bitter Squash—Fu Kwa	
Garlic—Suen Tau	
Ginger, young—Sun Tsai Keung	
old—Lo Keung	
Horse Radish, Shanghai—Lik Kan	
Indian Corn—Suk Mai	piece
Lettuce—Yeung Sang Choi	each
Water Chestnut—Ma Tai	
Mandarin—Kwei Lum Ma Tai,	
Musk Melon	
Mushrooms Fresh—Sang Cho Kho	
Onions, Bombay—Yeung Chung Tau	
Green—Sang Chung	
Shai—Sheung Hoi Chung Tau	
Japan—Yat Poon	
Kroeks—Mo Ker	
Parley, English—Yeung Un Sai	2
Gradus Pea	
Green Peas—Cheng Tau,	
Potatoes, Sweet—Fan Shu	
Shanghai—Sheung Hoi Shu	
Tai	
Japan—Yat Poon Shu Tai	
American—Fa Ki	
Poochow—Fuk Chau Shu Tai	
Macao—Oh Moon	
Pumpkin—Toong Kwa	
Radish—Hung Lo Pak Tsai	dozen
Rhubarb	
Shalots—Con Chung Tau	
Spinage (Chinese)—Paw Choi	
Spinach—Yin Choi	
Tomatoes—Fan Ker	
Taros—Wu Tai	
Turlops, Pun-tai (Long)—Low Pak	
English—Yeung Lo Pak	piece
Vegetable Marrow—Chit Kwa	
Water Cresses—Sai Yeung Choi	
Callitrops—Lan Kok	
Lily Roots—Lin Ngau	
Yams—Tai Shu	

[illegible]

